# RAILROADS. LOCAL TIME TABLE. TEXAS AND PACIFIC. 9:05 a. m MISSOURL KANSAS AND TEXAS. No. 2 daily... No. 4 daily... SOUTHBOUND. No. 3 daily ..... 8:10 p. m TRANSCONTINENTAL NORTHBOUND. No. Sidnily and Pacific trains Nos. Sand Sonly stop cana. T. C. Junction, Atlanta, Jeffer and Longview Junction. Big Sardy, Wills Point, Terreis, East Dallas, a Fort Worth. OF WORTH AND DENVER Leave. COLORADO AND SANTA FE. No 1 daily ..... 8:50 a.m. AND RIO GRANDE. Fort Worth 3:00 n in WOUTH AND NEW ORLEANS LOUIS SOUTHWESTERN. m Memphis Express .... 8 29 a. n. DUCKED MINERAL WELLS AND MITHWESTERN RAILWAY.

# TABLE OF DISTANCES

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TEXAS AND PACIFIC. Eastern Division.

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He Texaritana COTTON BELT ROUTE

4 Camden, Ark... 1th Mounths ... WILE, COLORADO AND SANTA FE. South.

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M (fee) . 65 Wichita Kan.... 101 Exusus City.... POST WORTH AND DENVER CITY. FORT WORTH AND RIO GRANDE.

Miles 40 Comanche 90 Brownwood HOUSTON AND TEXAS CENTRAL. 

vest Excursions to Texas via the Cotton Belt.

Northern, Eastern crangements via the Cotton Be information call on ad G. W. Baunnaur, Gord Agent, 401 Main Street, Fort Worth, Tex W. H. Winfield, G. P. Agent, Tyler, Tex. E. W. Labeaume, C.P. & T.A. St. Louis, Mo.

Chrop Excursions to Texas: from the North and East. rerybody having friends desirous of ling Texas should write them to take The string Texas should write them to take a sample of the cheap excursion as all-furized by the Community Rotte on Market September 15th and 29th. Telephi good 30 days.

All Northern and Eastern lines will also

excursion tickets on the above date via Louis, Cairo or Memphis and the Cor-BELT ROLLE. W. H. WINFIELD. Geril, Passenger Agent, Tyler, Tex.

Get an Encyclopedia Free. Encyclopedia of the "Grammerican hips," Colorado, Utab — Switzeriand" of hierica, Yell — nofe national park, Great rica, Yolf cone national park, Great Garfield beach, California, Ore-Washington, Alaska and the Pacific est given to anyone free on application to

## THE RAILROAD CLUB.

A Temporary Organization Effected Yesterday.

REPORT ON THE TEXAS TRUNK.

If the Engineer is Correct, it Should be Condemned-A Big Railroad Suit. Rulings of the Commission, Tail Lights.

THE RAILROAD CLUB.

A Large Attendance at the Initial Meeting Yesterday.

Like everything else tackled by the rail-roaders, the railroad club has started with a whoop. About 150 men, all in the railroad service, assembled at the chamber of commerce hall for the purpose of effecting a temporary organi-zation. O. O. Winter, general superintend-ent of the Fort Worth and Denver, was chosen temporary chairman, and Lou Palmer secretary. Chairman Winter, in calling the meeting to order, stated the obet was to form a railroad men's club, and alled on T. B. Burbridge, who was present, to explain more in detail the objects of the proposed club. The question was ther oughly discussed, all present taking a lively interest in the matter. From the feeling manifested yesterday THE GAZETTE feels maintester yestering life trailroad men are in it—that no ordinary reading-room will satisfy them, but quarters similar to those occupied by the Elks will be fitted up if a suitable location can be secured. There are over twelve hundred men in railway, mail and express service whose headquarters are in Fort Worth, and of these it is considered fully a thousand will be enrolled in the membership of this club

The committee on membership is to be composed of delegates from the men in shop evice, br kemen, conductors, firemen, et cineers, railway and express route agents and office men, and this insures thorough work in every department of the service. The meeting, after discussing the ques-tion in all its bearings, decided that when it adjourn it adjourn to meet Saturday evening at 8 o'clock at the chamber of commerce hall, it being understood the Board of Trade would cheerfully grant that priv-ilege, and then appointed the following committees:

ommittees: On finance-J. F. White, Fort Worth and On finance—J. F. White, Fort Worth and Denver, chairman: J. J. Mailane, Gulf, Colorado and Santa Fe; T. M. Higgs, Texas and Pacific. On rooms.—J. A. Scully, unattached; S. W. Nobles, Fort Worth and New Orleans; A. G. Fowler, Fort Worth and Denver. The railroad men have their pride en-

ted and are determined that the Fort orth railroad employes club shall be a ing apart, finer and more complete in all thing apart, mer and more complete in an its details than anything in the South, and that this club shall be a home for the railrend man in every respect. The Gazzitte is pleased to see this for Mr. Winter, Mr. Burbridge and the Gazzitte have stood as its sponsors and therefore they feel. The Gazzitte especially appropriate the control of the complete the complete the complete the control of the complete the control of the cially, the deepest interest in the inaugu-ration of the club. The meeting next Satarday evening will witness the permanent organization of the club, one that shall have no strings tied to it and where the railroad man can feel as much at home as in his wayear or on the deck of his engine.

W. H. Hurst, city passenger and ticket gent of the Cotton Belt, leaves this morning for Atlanta, Ga., to meet his family who have been absent since May. O. McGowan, roadmaster of the Cotton Belt, was in the city yesterday.

G. B. Voorbies, traveling auditor of the Cotion Belt, went out on the line yester-

S. W. Moore, commercial agent of the Little Rock and Memphis at Little Rock, is

G. J. Johnson of the dispatcher's office of the Fort Worth and Denver left last night for Bonaparte, Iowa, on a visit to relatives

A. J. Ratcliffe, traveling passenger agent of the Denver, will spend to-day in Dallas. A pair of bright eyes is said to be the at

Rulings of the Commission. Special to the Gazette.

Austra, Tex., Sept. 5.—The Weather ford, Mineral Wells and Northwestern rail way asks for a rate of 10 cents per 100 pounds on bagging and ties (carloads) between Weatherford and Mineral Wells, the presweatherford and states weeks, the pres-cent rate being 13 cearts, effective Septem-ber 14. The Houston, East and West Texas and S. and H. railways ask for the application of the Western classification rullings of August 24, effective Sep-tember 13. The receivers of the Texas Western railway apply for an order requiring them to run a passenger train each way daily, as per ruling in the case of the Guif, West Texas and Pacific railway. Application held for consideration. In the latter case the patrons of the r ad applied for ruling. In this case the receivers in charge of the property ask for the order. The following letter to-day was addressed to J. D. Bartholomew assistant general freight agent International and Great Northern railway: "Answering your let-ter of the 4th list, i have to say that the commission has decided to make a ruling commission has decided to make a ruing allowing a present rate on lumber, lash s and shingles from Trinsity and Sabine railroad points, also from International and Great Northern points, Trinity and south to Houston and Galveston to remain in force. A circular to that effect will be issued in a few days. Referring to the last claim of yours, would say that the through rates must be the basis of a continuous mileage

basis of a continuous miles from the basing points instead a combination of locals. [Signed] W. P. McLean, Commissi This rate gives the Texas and Pacific mills satisfaction. Sun Allen, who runs several mills on the Texas and Pacific, is

pleased with the lumber rates and says they are all right. All information from the mill men received at the commissioners' quarters is favorable to the lumber rate. There is not a kick from any quarter so far A Palestine Report.

## Special to the Gazette.

PALESTINE, ANDERSON COUNTY, TEX-sept 5.—It is reported that the Interna-ional and Great Northern railway officials at Tyler will remove the headquarters of the system to Palestine, where there are er accommodations in the new depot building s and the general office building, and that the cash of the road will be bunked here instead of at Tyler. Receiver Campbell will make this his home.

## Special to the Gazette.

Hillsboro, Hill County, Tex., Sept. 5—A numerously signed petition to the railroad commission of Texas requesting them to make the rates on both the Mis souri, Kansas and Texas and Arkansas an Texas (formerly the Cotton Belt) to Hills pore the same, is being circulated here. As it is now one is sixteen cents and the other twenty-one cents. Lumbermen are the main leaders in the movement, as it costs for \$1.75 per 1000 foot more, and gives them, comparatively speaking, no outlet from the South.

## THE DALLAS VALISE

An Expert Engineer's Report on Her Pe Railroad. Special to the Gazette.

Dallas, Tex., Sept. 5.—The following communication will be of general interest dist at this time, when all eyes are on the Texas Trunk railroad difficulty:

Hon. C. A. Culberson, Attorney-General, Austin. Tex. DEAR SIR-Under your instructions of the 18th inst., I have made a thorough in-spection of the Texas Trunk railroad, going Union Pacific ticket agent, 401 Main street. I over the entire road in person and making I the same "in a court of competent jurisdic-

on exhaustive examination upon the points mentioned below, namely: Superstructure, which includes the track, bridges and cat-

de-guards. The roadbed in excavation is generally in fair condition, being wide enough and well drained, but the embankments are generally too narrow and have settled down in many places below the original grade lines, leaving the ends of the bridges The embankments have settled sideways

as well as lengthways, causing the track to list over first to the right, then to the left side, throwing it out of line and out of surface, and endangering the safety of the This is especially the case in the East

Fork bottom, upon the Dougherty prairie and in the flat ground near Cedar creek and The truck is generally in a deplorable condition and exceedingly dangerous to

The iron is nearly all worn out, broken up and bent. The fish plates or joint straps are in many places cut in two, having only half a strap with two bolts instead of a whole strap with four. Even the whole straps have in many places only three bolts, and some only

rotten ties, and in many places on tangents mly a spike to every other tie is used on In some places I found two pieces of rail

not strapped at all, but simply butt-jointed and spiked to the tie, a very dangerous pro-About five eightlis of a mile near Dallas

is ironed with light steel car rail weighing about forty pounds to the yard, instead of fifty-six as it should be.

The ball of the rail is in many places wern entirely off on one side, and the rail has then been turned around and the ball worn off on the other side, leaving only the web

The ties are generally rotten and danger ous. At least five ties to every rail, or 880 to every mile, ...e rotten, and either broken in the middle of the track or cut in two under the rail: Near Dallas a lot of short six-foot ties, or

narrow-gauge ties, are used. They should all be eight feet in length to get a safe bearng on the read-bed.

There is not a particle of ballast used or the entire road, and in many places the ties ire down under the mud, or are shinned up at the ends with bits of plank, sticks, chips

The bridges are generally in a miserable and very dangerous condition, especially near White Rock creek, in East Fork bot tom, King's creek and Cedar creek bot-toms, particularly bridges 55, 58, 60, 62, 63, 64, 67, 71, 72, 74, 75, 76, 78, 79, 80, 81, 82, 84, and several near the forty-nine mile

are nearly all rotten through; the caps, stringers and ties all rotten; guard rails wanting, and bank sills settled down. I saw only two bridges in good condition-one at White Rock creek and one at Buffalo: alance all dangerous.

The cattle guards are generally in a bad condition; many built of odd scraps of lum-ber and double ties used for 12x12 stringers. Taken altogether, the road-bed track and bridges are the worst over any road I ever saw that pretended to carry passengers, and will require at least 50 per cent of new metal. 31% per cent of new ties, 80 per cent of new bridges and 9000 carloads of ballast to put it in a safe condition. 2, The rolling stock.—I am reliably in-

formed that this road owns one locomotive, twelve flats, a caboose and one passenger wach, and has leased one locomotive and wen'y box cars.
The comptroller's books at Austin will

show that the rolling stock of this road is issessed at only \$4532, not enough to buy a ocomotive.
In my judgment this amount of rolling stock is inadequate to do the business of the road or to handle the freight offered

ilong the line.

The locomotive owned is in good order, but the occomotive leased is in very bad condition and needs repairs. The passenger coach is about fifteen years

old, a second-hand Alabama car, batly used up and quite rickety and not at all safe.

3. Depots.—There is not a single depot on this road in Dallas county, a distance of twenty-one miles. Only a small 19x12 footpine box closet for selling tickets in Dallas, and no alattern to their

work being done on the road that can be called a "betterment"—only the ordinary, almost pressing, repairs, and not enough of

Along the whole line of the road from Along the whole line of the road from Dallas to Cedar station I did not see a single piece of new bridge timber, a new rail or any new material, except about 1000 new ties-only about 1000 new ties-only

enough to repair one and one-half miles of track; and I understand that such has been the condition of affairs during the past tweive months, except the two bridges I entioned before and the small depot

Repairs must not be mistaken for betterments. To substitute an iron for a wooden bridge, or a brick for a frame depot, or steel for iron; to put in a double track, new pilings, or to ballast the track may be called betterments; but to simply repair damages, to put in a good tie for a bad one, or to turn a rail around, to cut the weeds of the track or to shim up a low bent in a bad bridge is only repairs.

5. Cedar station.—I went to Cedar station and walked the track back to Kemp, and found the track in a horrible condition. This part of the line, four miles in length is not used much, only to haul out wood, and the rails have not, therefore, been much worn, but advantage has been taken of this to make of this four miles a reserve de pet from which to take good from and stitute for it the wornout scraps and frag-ments gathered up between Kemp and Dalhis, until about one and one-half miles of this track looks like a scrap-heap. The ties and bridges are nearly all rotten,

the road-bed cracked and settled, and the whole a burlesque on a railroad. Almost the entire road is deficient in hose items necessary to constitute a well ouilt and well equipped railroad, and is so run down and impaired as to render it un safe to run a passenger coach at a greater speed than twelve miles per hour, while on many portions of the line it is necessary to crawal along at a four or five-mile speed and to use extraordinary precautins to keep the train on the track. The road-bed, superstructure and rolling

tock are deteriorating rapidly, and will only be utterly worthless unless immediate and expensive repairs are made with new material, and all rotten and broken ties, iron and bridges removed. Respectfully, [Signed] W. M. Jouxson, Circli Engineer Civil Engineer.

Dallas, Tex., July 18, 1891. Dallas, Tex., July 18, 1891.
The state of Texas, county of Dallas, before me the undersigned authority, o., this day peronally appeared W. M. Johnson, who, after being by me duly sworn on his oath says that the foregoing report made and signed by him is true and correct in each and every particular, to the best of his knowledge, information and be-

Subscribed and sworn to before me this Subscribed and Subscribed State of July, 1891.
|Signed John S. Aldenorr, Texas Notary Public, Dallas County, Texas.

And One Which will Doubtless Show Up the Southern Pacific's Methods, Special to the Gazette.

AUSTIN, TEX., Sept. 5.—Commissione: Foster has gone to Dullas and Commissione McLean holds the fort alone.

The attorney-general filed his answer in the Travis county district court to-day in the suit of the Gulf, West Texas an Pacific railway common seainst the rail-Pacific railway company against the rail road commission, the answer denies that the court has any jurisdiction of the case. This plea is made on the ground that sec-tion 6 of the commission law authorize railways when dissatisfied with the action rates or rulings of the commission to

THE PARTY OF THE P

tion in Travis county. A court of competent jurisdiction. Is too indefinite, says the attorney-general. There follows next a general demurrer, a There follows next a general demurrer, a a general denial and special pleading bringing forth some bristling arguments. It is charged that the plaintiff railroad company has been under the control and management of the Southern Pacific company since 1885, when the later purchased the Gulf. West Texas and Pacific railroad; that the two roads are parallel and competing lines; that the purchase of plaintiffs' road was done for the purpose of running down and wrecking it as a competing line; that the wrecking of the road would divert all freight that might come from New Orleans to port Lavaca, by to be distributed there from the Gulf. West Texas and P to the Southern Pacific railway to be hauled by rail from New Orleans; that freight which should have been shipped by water to Port Laraca now comes over the Southern Pacific; that the with-drawai of large amounts of freight from plaintiffs road in this manner has disabled and rendered it less valuable as a common carrier; that it has, since its incorporation with the Southern Pacific. incorporation with the Southern Pacific perated a defective train service and kept is track in bad repair; that if plaintiff had conspired and colluded the Southern Pacific in the manner described it could have done a profitable business accommodated the public and run one train per day each way as it did before it became the property of the Southern Pacific. It is further althe Southern Pacific. It is further alleged that the purchase of Pisintiff road by the Southern Pacific was made in pursurance of a plan to absorb and destroy every railroad running from the southern and western portions of Louisiana. Texas and California to any point on the gulf in order that the said Southern Pacific company may control the traffic from New Orleans to the territory mentioned in said states. It is alleged that in pursuance of said plan of absorption the Southern Pacific now owns or controls the Galveston, Harrisburg and San Antonio, running from now owns or controls the Galveston, Har-risburg and San Antonio, running from Houston to El Paso; the Texas and New Orleans, from Houston to Orange; the Sa-bine and East Texas, from Beaumont to Rockland; the New York, Texas and Mex-ican, from Rosenberg to Beeville, and the Gulf, West Texas and Pacific; that no separate and distinct account of receipts and expenditures of the roads men-tioned is kept by the Southern Paits accounts and of the roads mentioned are all combined and mixed indiscriminately together so that it is impossible to tell the true state of plain iff's profits and expenditures. It is alleged that before the Southern Pacific purchased the plaintiffs' road it was a paying investment, wherefore defendant prays judgment of the court and for all costs and general

Atchison and Union Pacific. pecial to the Gazette. Special to the Gazette.

New York, Sept. 5,—The Gould people have become very bullish on Atcheson. Intimations are given out of some very important news pending in connection with this proporty, and that the facts will develope soon. Whatever this news is, it is kept a close secret, but it is presumed to be connected in some way with the proposed scheme of the consolidation of the Gould-Huntington-Atchison systems. of the Gould-Huntington-Atchison systems. It is also reported that without waiting for Jay Gould's return, the directors of the Union Pacific railroad have formally approved the plan for extending the floating debt by means of 6 per cent trust notes debt by means of 6 per cease to extend three years. The trust deed is understood to be very elaborate and to have been drawn with the utmost care in order to protect the varied interests involved. It is stated that \$5 per cent of the plan. the creditors have assented to the plan, from which it was argued that the company would have no difficulty in dealing with the remainder in one form or another. Some well-informed railroad men cannot believe that the plan of putting Union Pacific se-curities in trust, does not mean some pur-pose on the part of Gould to get the best of the government. There are put into this trust some \$100,000,000 of securities, par value, which include control of most of the branch lines. The government has a debt of about \$60,000,000 covering 1042 miles of main line and 394 miles of the Kansas Pacific. The average labt of the government matures in July In Kaufman county there is a box-house depot at Crandall, used exclusively for a section house; a neat, new small passenger depot at Kaufman, and a good freight and passenger depot at Kaufman, and a good freight and passenger depot at Kaufman, and a good freight and passenger depot at Kenn, but the shed at Cedar station is in a tumbled-down and forlorn condition, inhabited by owls and snakes.

4. Betterments—There is at this time no valled a shear of the county of the country and the product of the government matures in July, 1835. When the notes mature the company may not be made among the farmers and whimpered and petted and fondled and pittled them for a vote he would have been from the country. Look at what the game of putting the man to bed has done for this mature the company may not be made the company of the farmers and whimpered and petted and for the mont of pitting the man to be do has done for this made the man to be disadone of this section house.

The Rate Committee

St. Louis, Mo., Sept. 5.—To-day's session of the rate committee of the South-western railroad and steamship association was given up to routine business. No busi-ness of general interest being taken up, an adjournment until Tuesday next was had. The question of cotton rates from Texas

## Traffic Resumed.

Reading, Pa., Sept. 5.—The first train to reach Reading over the Reading and Columbia branch of the Reading road, since the cloudburst August 21. arrived here this morning. The road between Denver and Sinking Springs has been placed in good condition. A large force of men have been working day and night since the storm and finished their labors this morning.

CINCINNATI, OHIO, Sept. 5.—As a natural sequel of the railroad policy which for years has given cheap transportation to parties desiring to visit the South and West to select homes, there is now inaugurated by the Big Four railroad what are called home visitor's tickets, intended to carry back settlers in the South and West to their old homes in the Central states. These tickets will be put on sale by con-necting roads at one fare for the round trip September 22 from Texas, Colorado, Kansas, Missouri, and other points to Indiana, Onio and Michigan. Family reunious will be in order.

An Elegant Train. The Texas and Pacific cannonball is to-day the most elegant as well as the fastest train in the Southwest, leaving Fort Worth in the morning with a fine Pullman buffet sleeping-car, raching Texarkana for dinner, where a bindsome free reclaining chairs are is not to priving at Little Rose. Louis for breakfast.

It is inearly twelve hours er train out of Fort ssenger makes trains leaving t lines, by ta az this train. he Texas and Pacific is positively the only line running through sleeping cars to St. J. F. Zuns, City Ticket Agent, 317 Main street. C. D. Lusk, Ticket Agent Union Dept.

Harvest Excursions to Texas via the Cotton Belt. The Cotton Belt will sell excursion tickets to all points in Texas on August 25, September 15 and 29, good for thirty days. with stop-over privileges at any pointed route on going passage in permit return pass from any point short of constion, and the various rent Eastern and Southeastern lines have authorized similar arrangements via the Cotton Belt route. For further information call on or address.

further information call on or address G. W. BARNHART, Gen'l Agent, 401 Main Street, Fort Worth, Tex. W. H. Winfield, G. P. Agent, Tyler, Tex E. W. LaBeaume, G.P. & T.A. St. Louis, Mo

only. I will the to give mouthing the matching and hope to re-noeral patronage in the future or cash only. I will patrons entir Hat I have had in the past VICTOR COAL CO. S. S. Potts, Manage

Subscribe for the War GAZETTE; only

TEXAS EXHIBIT CARS.

AT DES MOINES, IOWA, ATTEND-ING THE STATE FAIR.

The Trip from Chicago to Wankesha and the Stay at the Latter Place Described-The People Amazed.

COLEMAN, TEX., Sept. 1, 1891.

Editor Gazette. DEAR SIR-The boys put a good man to bed here the other day. He is a man of good sense, a good business man, robust and in good health. The first one to meet him in the morning told him that he looked very pale, the next said he looked sick, the next, that he must have had a hard spell of sickness, and so on until he began to com-plain, grew worse and went to bed a very sick man, as he thought. This little inci-dent is nothing very strange. It is in ac-cordance with human nature the world

It seems to me to be a complete parable on the political situation in Texas, and I believe a greater part of the Union to-day. Commerce, business in general, and in fact republican government, is made possible only through confidence of each man in his neighbor; each enterprise in the stability of its fellow enterprise. The stronger this confidence the more active is business, the more flourishing is commerce, the more stable is our republic. Wintower the more stable is our republic. Whatever goes to strengthen this confidence should be encouraged, whatever goes to weaken it should be opposed.

within my recollection the farmer was the sturdlest, the most independent and the least complaining class of people we had, but it is not now so. Whenever there is complaining and unrest and murmuring by any one class of our people against another confidence is weakened and hard times for low just to the extent that confidence is so

Now, it is well known that the farmer is the complaining class at present. Now what is the cause! Why can we no longer look to the great agricultural class as our sheet anchor, as our great reservoir from which to draw strength and purity in business, in polities and in religion? we no longer in troublous times look back to our old homes on the farms with a certain confidence that there at least yet remains onrity and confidence and patriotism! Why have the farmers too become suspecting quarrelsome and uncertain. It is upon the ame principle that the boys put our man to bed. Designing men, men who had some sinister and ulterior purpose in view; men who wished to take advantage of their con fidence and cared not how they obtained it; men with hearts "devoid of social duty and fatally bent upon mischief," went among them and told them that they were imposed upon as a people. This was continued within closed doors and out of closed doors, was talked and bleater from the windy belies and brainles heads of a conscienceless tribe until the began to think there was something really the matter, until it has come to pass that an man, from the constable to the president who may stand in need of a vote, raises the hue and cry of poor farmer. They been over-persuaded in this way until have come to admit themselves to be trouble, and that they are downtrod-den. The would-be politician and his coterie of newspapers of doubtful meaning have endeavored to per-suade the poor farmer that he is in bondage in the land of the Pharoas that each may be the Moses to lead [ride them out of Egypt. But behold, when they have succeeded in creating Egyptian dark ness and have the people ready to be led, there are more Mossess rise up claiming the honor than there were flies to take the nose of the Pharoa of historic fame. And when the darkness has cleared away we expect to find each one has turned to his brother Aaron and erected a golden calf But this is a digression. They have evidently succeeded in putting the farmer to bed. I remember when the farmer was the last man to usk for pity, when if a man had dared to come among the farmers and whimpered and petted and fondled and

petted baby who will not stop crying, much less listen, unless he is offered the bigges piece of pie? It is simply because he has been made to believe he is sick. Why is it that every article we read, every speech we hear from great or small, with a few exceptions, is pregnant with the one idea that the farmer is in distress. Simply because he has been made to be-lieve there is something unusual the matter with him, and the writers and speakers are pandering to his whim. Now, Mr. Editor I want to tell the farmer that he is not sick. I want to tell him that he is as prosperous in this country as any other class of men among whom he lives. And I am' ready to prove it. He has no battle to make with his neighbor. We are all in the same box. We have a great and common enemy to meet. We have a common cause to fight. Then why stand and quarrel? Why does each turn upon his neighbor and accuse him of oppression? Remember, my farmer friend, that your neighbor merchant is just as hard pressed as you, and that every time that you complain of him you add to his burden without making your own less. That every time you complain of your neighbor you weaken confidence, without which we can never have prosperity. Cheer up sive your meighbor the right;

fathers and move on against the common enemy, and if any man come among you to persuade you that you are oppressed by your neighbor, tell him to move on, and if ne be a candidate, shoot him on the spot se are hard times, but my farmer frie they are no harder for you than the for your neighbor merchant or neighbor anybody else. The sooner we get confi-dence restored the sooner we will come upon better times. Peter Hamilton. TO HIS FIRST LOVE.

Cheer up, give your neighbor the right hand of fellowship. Put your shoulder t the wheel. Gather round the flag of you

J. M. Rabbins Reachs to His Old Line of Business. J. M. Robbins Re cas to his Old Liae of Business.
J. M. Robbins, who is probably the best known painter, paper langer and decorater in Fort Worth, have evided to engage in his old business any win to-morrow morning open his office hd shot in Robbins' flats, 307 East First street. As Robbins cordially invites one friends and austomers and the public to call on him. At this time especially he can make it an object to those. pecially he can make it an object to those who have paper hanging to do. Mr. Huff's Lucrative Hump.

The people of Hamburg, Conn., are suffering from a case of musplaced sympathy. When I ildeer Huff took up his residence near the village about the time that the prohibition law was being vigorously enforced, he received lots of pity, because he was deaf, dumb and humpbacked. The other day Mr. Huff was discovered dead near his but, and it came out that in his life he could talk and hear as well as any

one. As for his hump that proved to be a padded sack, inside of which reposed a dozen pint bottles containing rum, whis key and cordial, and in his pocket was found \$197, mostly in dimes and nickels The humpback had been a walking bar room. It is remembered now that Huff sed to prowl around late at night, and it s nileged that he visited the houses of those who leve an occasional nip, and ither sold them a pint bottle or else a

Probably Misinformed

pecial to the Gazette. DECATUR, TEX., Sept. 5 .- Your Springtow correspondent is evidently misinformed as ω the alleged shooting at George Bass, near Cottondale, a few nights since. The sheriff and county attorney say they have heard nothing of the shooting, consequently

Bass was accidentally cut with a linife a few days since while scuffling with a young lady, and the supposition is that the story of the shooting grow out of this, and like the famous story of the "Three Black Crows," grow till the originator would not have connected it with the original.

### CHRISTIE WARDEN'S MURDERER.

His Remarkable Doings After Slaying His Sweetheart. The case of Frank C. Almy is one of the most remarkable in the annals of Nine-

teenth century crime. Nearly all news-

ag fin

paper readers will recall the facts of the man hired out to Farmer Warden, near Hannver, N. H., how he made violent love to Christie, the eldest daughter, and how, his suit being repulsed, he waylaid and butchered the girl presence of her

E 型/1.3 mother and sister. Then followed a month's long hunt CHRISTIE WARDEN. for the assassin. He was searched for all over the United States and even in England, and he was found at last in Mr. War-

He had concealed himself in the hay, and stole out nightly to get food and to visit the grave of his victim. When his whereabouts was discovered forty men stormed the barn and Almy drove them back. Within twelve hours the crowd increased to 1,500, but the well armed desperado held all at bay and did not surrender until he had been several times wounded and bad made terms with the authorities. He stipulated that he should not be lynened, but should receive a regular trial This condition was agreed to and the

villain is now in custody. Since his arrest it has developed that his real name is George H. Abbott. He has been a terror to New England for years, and when he went to work for Mr. Warden was a fugitive, having escaped from the Vermont penitentlary, where he was serving a twenty years' sentence.

The Fort Worth and Dears in connection with the Union and it is the cally direct line; shorado, Utah, California, Oversiand the Pacific coast. Chem. Ticket office 401 Main street and Union

### GOOD TIMES A-COMIN'.

I'm in trouble over my craps

Cotton is down to six cents a poun'.
Corn is twenty a bushel.
An' I'm gettin down on the town—
Them merchants in that dratted village

At their late that the Beef, too, is a skare article in market— At least it is skare to the buyer. For if they ain! makin their forties, Then you kin call me a list.

At least it is share to the bayer.
For if they ain it makin their forties,
Then you kin call me a flar.
My cle woman's a plaguy smart critter.
Who thinks she is a fine business man.
She tells me to work more on the farm.
Shie relis me to work more on the farm.
Shie sa alwars a askin fool questions
About raisin hogs on the farm.
An gatherin pecans in the valley—
Jes as if it wasn't foo warm.
She says that Tracy and Stimu Pashiny
Air powerful good things in their way,
But business is business, even
When you make it a business to pray.
There's Squire Jones, he's got money
Nough for him an his folk.
But I wont work for a livin.
Like as if I was under a volic.
Then hurray for Tracy and Macune.
Then hurray for the sub-treasury plan,
An' surray for the man in the moon'
The merchants an' carpenters an' blac
smiths
Kin all go to h—I in a can
While I am takin' o my ease
Under the great sub-treasury plan.
Gold is, join' to be like er fruit
A growin' on a tree.
An' nobody ain' I gwine to teen 't
Cept Stum Pashby, Tracy an' me.
I'm a goin' over 'to Urope
An' travel arroin' like a man,
An dress like a dued in a citty.
Under the reforman stay on the farm
An' raise chickens, taters ain punkins
But lie be dogeoned if I do it
As sure as my name is

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Got Discouraged.



Rural Host-That's a real purty pictur. Painted it yerself, didn't ye? Artist-Yes.

Host-Been paintin picturs all y'r life? Artist-Well, n-o. The fact is, that when a young man I first handled a brush as a sign painter.

Host-Wall, it's too bad you got discour-

aged so soon. Judgin by that pictur, you'd

made a fust class sign painter if y'd only kep' at it.-Good News. Plainview, Hale County, Tex Come to Amarillo and a const desets at the "Hotel Arthur over the Clisbee daily at the lo Plainview, the county seat of

Hale, the best county on the central plains.

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To the Foot of the Matterhorn. It may interest the increased army of tourists which is certain to pour upon Zermatt, now that the railway is complete, to know that the new line has not only been inaugurated, but episcopally blessed The latter function was thought all the more desirable because of the not unnatural prejudices of the large class of guides, porters and owners of quadrupeds who fear that their livelihood will be endangered by the competition of the locomotive. Dr. Jardinier, the bishop of Slon, with a great company of his clergy, ap peared at Visp, and the prelate gave his olemn benediction to the steam horse before it ascended to Zermatt. This is a great change since the demonstration of drink, for which he charged but five cents. the Capuchin Fathers at Entlebuch about twenty years ago, when the invasion of their valley by the railway which joins Lucerne and Berne was preached against

as a moral catastrophe. Subscribe for the GAZETTE.



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